

Statement Filed Under Article 19(1) PCT

Document US-A-2 102 124 does not disclose a compressed gas container but a tank for the transportation of liquids such as beer (page 1, left column, lines 23-25). This container does not have an annular block flange provided on an upper opening in its wall and welded to the container, with a flange cover being bolt connectible or bolt connected to said block flange. Rather, it has a dome with an upwardly projecting neck 25 at the upper end and an outwardly extending flange 20 at the lower end, with the dome being closable by a cover 27 (page 2, left column, lines 69-73) equipped with a discharge valve 56. The caps 35, 36 shown in FIG. 1 cannot be compared to the emergency cap of the compressed gas container of the invention. These caps 35, 36 are protector caps used during transportation and secured to the insulating jacket of the tank (page 2, right column, lines 8-23). FIG. 1 does not show a block flange extended by a solid annular flange for securing of the caps 35, 36.

Document US-A-4 542 764 shows a railway tank in which for leak containment the manhole is capped by a cover 51 which is always present. The capped part is accessible from outside in spite of the cover 51, because the railway car can be unloaded even though all of the valves are completely covered (column 1, lines 19-26). If an emergency cap were installed here, then it would have to be possible for this emergency cap to be placed over the cover 51 in the event of a leak. However, no provision is made for this nor is this readily possible, because the block flange of the manhole 12 is not extended by an annular flange that would be capable of receiving a sealing rib of an emergency cap.

Document US-B-6 390 1191 does not show a compressed gas container but a railway tank car. The manhole is capped by a cover 402 in which valves are arranged. Each of these valves can be covered separately by an emergency hood such as the emergency hood 600 of FIG. 6. Fitted over the valves thus secured is a railcar dome 401 which protects the valves and is always attached (column 1, lines 27-29 and column 2, lines 49 and 50).

While document US 2002/148530 A1 shows a compressed gas container, the safety cap 14 of FIG. 5 is likewise a permanent installation and not comparable to an emergency cap. The cap 14 is welded at 32 to the flange cover 15 capping the manhole. Here too, the provision of an emergency cap is not recognizable.

Document US-A-1 827 574 relates to a method and apparatus for gauging the contents of tank cars and the like. Valves and gauge device are received in a compartment 25 adapted to be closed by a cover 27 (FIG. 1 and page 2, lines 59-68). The cover and the compartment have holes so that this cover is not comparable to an emergency cap.

Document US-A-1 549 770 does not show a compressed gas container but a railway tank car for gasoline and the like. According to FIG. 3, a cap 40 with a handle 50 is attached to the flange cover that closes the opening in the tank. The cover 20 is a circular plate having a depending flange 23. The flange of the container opening itself is not extended. This document, too, does not anticipate any one of the characterizing features of claim 1.